

CLASSIFIED MESSAGE

SECRET

(When Filled In)

PRIORITY

FILE INFO

REPRODUCTION PROHIBITED

4 OCT 71 09 34

ACTION	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

T O P S E C R E T 040328Z OCT 71 CITE

PRIORITY

INFO

MISSION C-301C

FOR GENERAL DEBAN FROM

REF

1. EXAMINATION OF THE TRACKER FILM SHOWS FOLLOWING ITEMS:

A. ARTICLE BEGAN DRIFTING RIGHT OF CRSE AT PT E AND WAS 6 NM NORTHEAST OF CRSE AT PT F. THIS CAUSED BY APPARENT SOUTH WESTERLY WIND THAT WAS NOT PREDICTED.

B. DUE TO THE ERROR AT PT F AND THE SOUTH WESTERLY WIND, ARTICLE ARRIVED AT PT G APPROX 12 NM NORTHEAST OF CRSE. THIS, IN TURN, CAUSED ARTICLE TO ARRIVE AT PT H APPROX 12NM NORTHEAST OF INTENDED CRSE.

C. AFTER TURN FROM PTS H TO I PILOT NOTED HE WAS RIGHT OF CRSE AND MADE A 20 DEGREE CORRECTION TO LEFT. THIS CAUSED ARTICLE TO CROSS INTENDED FLT LINE I-J AND TRACK LEFT OF FLT LINE I-J. WHEN PILOT MADE RIGHT TURN AT PT J (AFTER APPROX 7 NM EXTENSION OF FLT LINE I-J TO PHOTO NEW AIRFIELD), TRACKER PLOT SHOWS

ADVANCE COPY

CC WX RB

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ARTICLE APPROX 20NM FROM COAST OR 10NM LEFT OF FLT LINE.

D. TO CORRECT BACK TO CRSE AT PT J, PILOT MADE A RELATIVELY WIDE, SWEEPING TURN, ROLLING IN AND OUT OF TURN SEVERAL TIMES, APPARENTLY MANEUVERING TO LINE-UP WITH FLT LINE K-L.

 WHEN PILOT ROLLED OUT AT PT K, TRACKER PLOT SHOW ARTICLE APPROX 7NM LEFT OF CRSE OR 22NM FROM COAST.

2. FROM A PILOT'S VIEWPOINT I CAN SEE HOW THE UNPREDICTED SOUTH- WESTERLY WIND COULD CAUSE THE ARTICLE TO BE OFF CRSE AT PT H AND WHY A CORRECTION TO THE LEFT WAS NECESSARY. HOWEVER, IT SHOULD HAVE BEEN OBVIOUS TO THE PILOT THAT HE WAS GETTING TOO CLOSE TO THE COAST AS HE APPROACHED PT J. ADDITIONALLY, THE PILOT SHOULD ALSO HAVE NOTICED HE WAS INSIDE HIS FLT LINE AT PT K.

3. I HAVE DISCUSSED THE TRACKER CAMERA PLOT IN DETAIL AND POINTED OUT THE ABOVE ITEMS. I EMPHASIZED THE SERIOUSNESS OF THE ERRORS AND POINTED OUT THAT OM'S LAST TRAINING MSN SHOWED HIM CAPABLE OF FLYING VERY PRECISE FLT LINES, YET HIS CORRECTIONS DURING MSN C-301C WERE BAD ONES. SAID HE

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REALIZED THE SERIOUSNESS OF THE ERRORS AND INTENDED

TO HOLD A DETAILED CRITIQUE OF TOM'S FLT.

4. IN FAVOR IS THE FACT THAT HE EMPHASIZED IN THE MSN BRIEFING TO BE VERY CAREFUL TO FLY ACCURATE FLT LINES AND IF IN DOUBT, CORRECT TO THE RIGHT (AWAY FROM THE COAST) AND NOT TOWARDS LAND.

5. AFTER ANALYZING THE TRACKER PLOT, DISCUSSING IT WITH

 MY OPS PERSONNEL, I MAKE THE FOLLOWING CONCLUSIONS:

A. THE INITIAL CAUSE FOR THE CRSE ERRORS WAS DUE TO AN UNPREDICTED SOUTHWESTERLY WIND.

B. TOM'S ERROR AT PT J (10 NM LEFT OF FLT LINE) WAS CAUSED BY EXCESSIVE CORRECTION TO THE LEFT AT PT I AND EXTENSION OF FLT LINE TO GET NEW AIRFIELD AND POSSIBLE OVEREAGERNESS TO PHOTO NEW AIRFIELD.

C. TOM'S ERROR AT PT K (7 NM LEFT OF FLT LINE) WAS CAUSED BY EXCESSIVE TURN CORRECTIONS FROM PTS J TO K AND AN OVEREAGERNESS TO BE IN A GOOD POSITION AT PT K.

D. THERE WAS NO APPARENT, DELIVERATE ATTEMPT TO MOVE-IN CLOSER TO OBTAIN BETTER PHOTOGRAPHY. GP-1

T O P S E C R E T

BT